

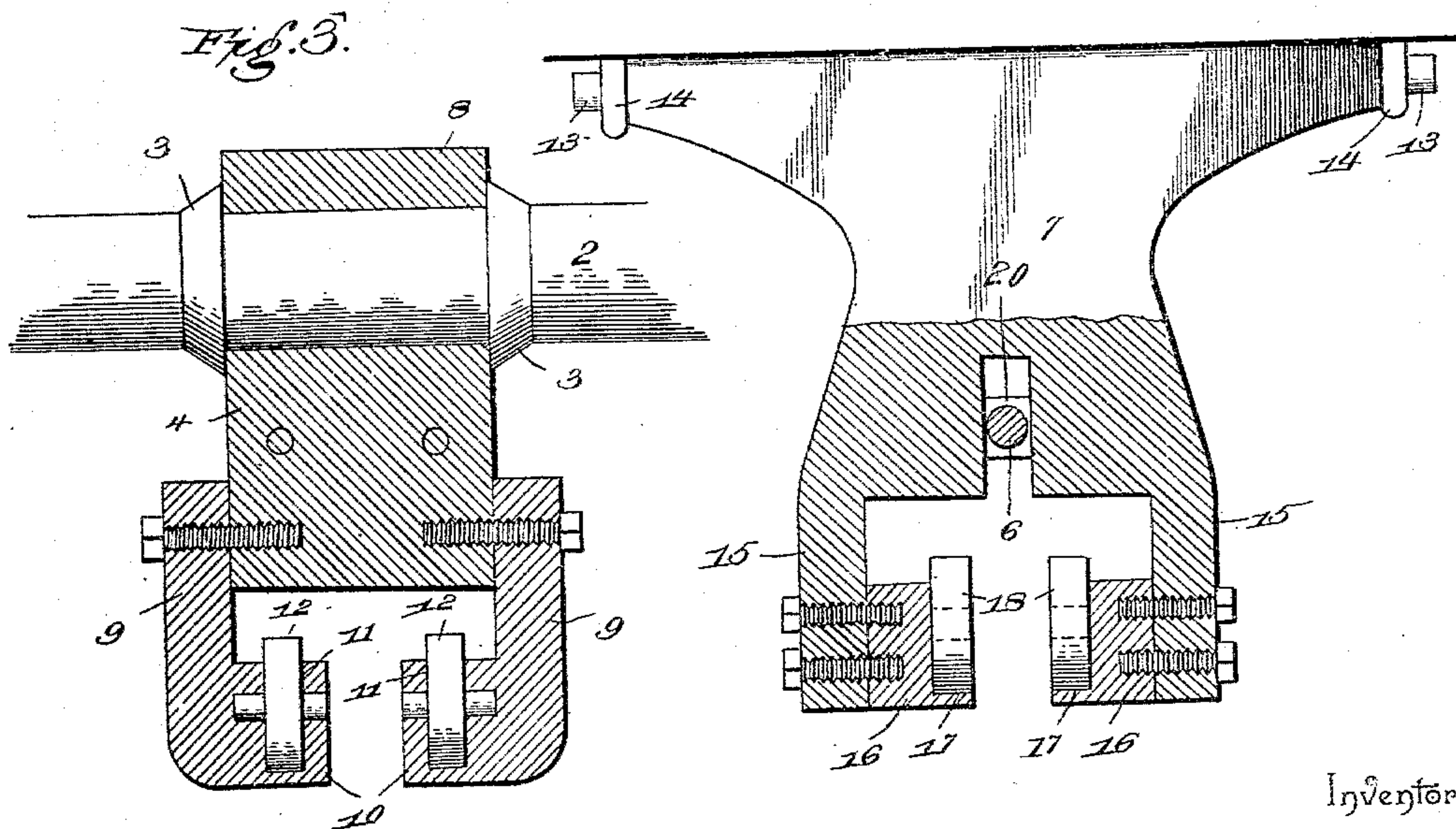
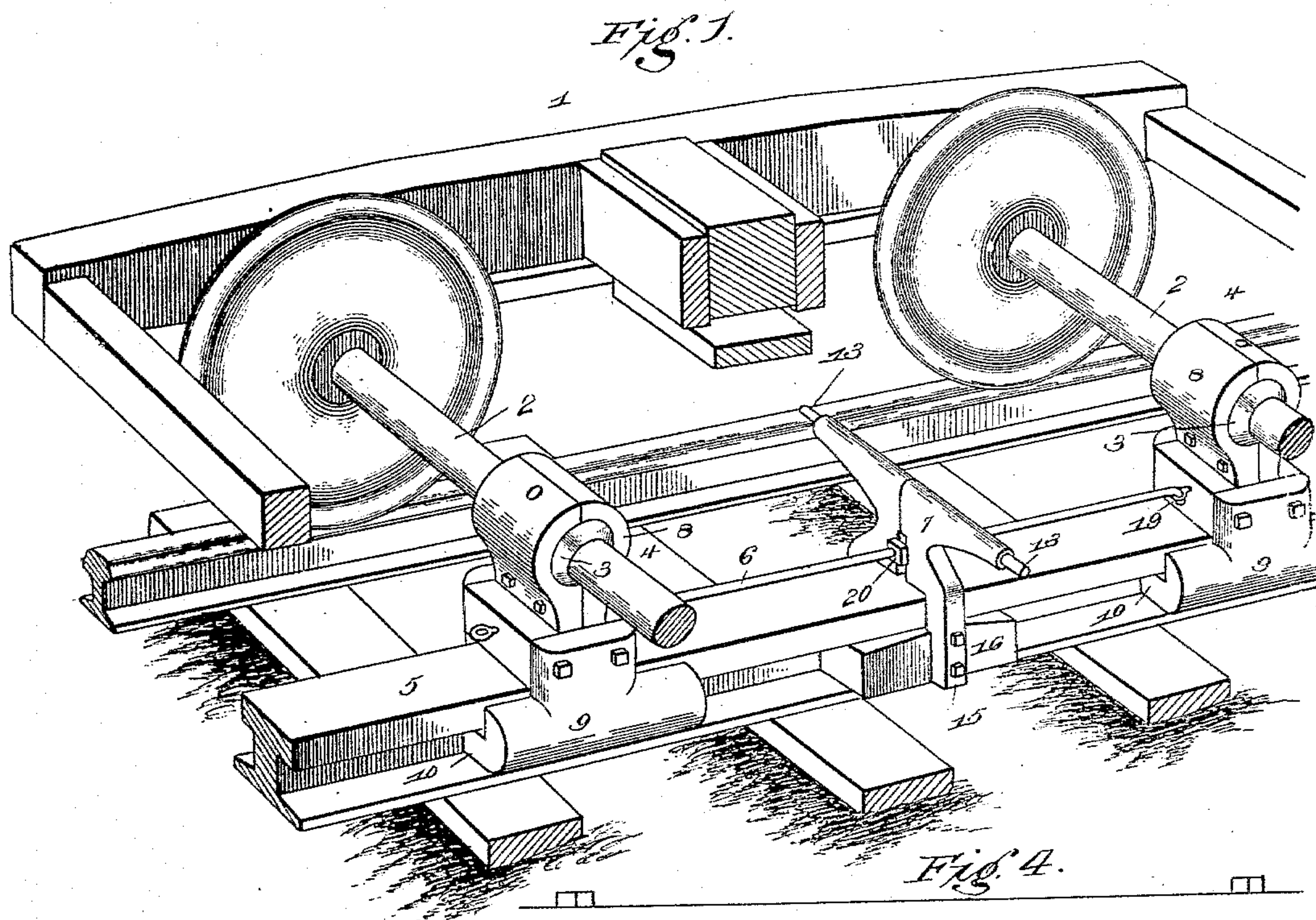
(No Model.)

2 Sheets—Sheet 1.

L. W. KALLAM.  
RAILWAY CAR TRUCK.

No. 553,068.

Patented Jan. 14, 1896.



Inventor

Luther W. Kallam,

Witnesses

John C. Shaw.  
J. H. Riley.

By *his* Attorneys.

C. A. Snow & Co.



(No Model.)

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Fig. 2.

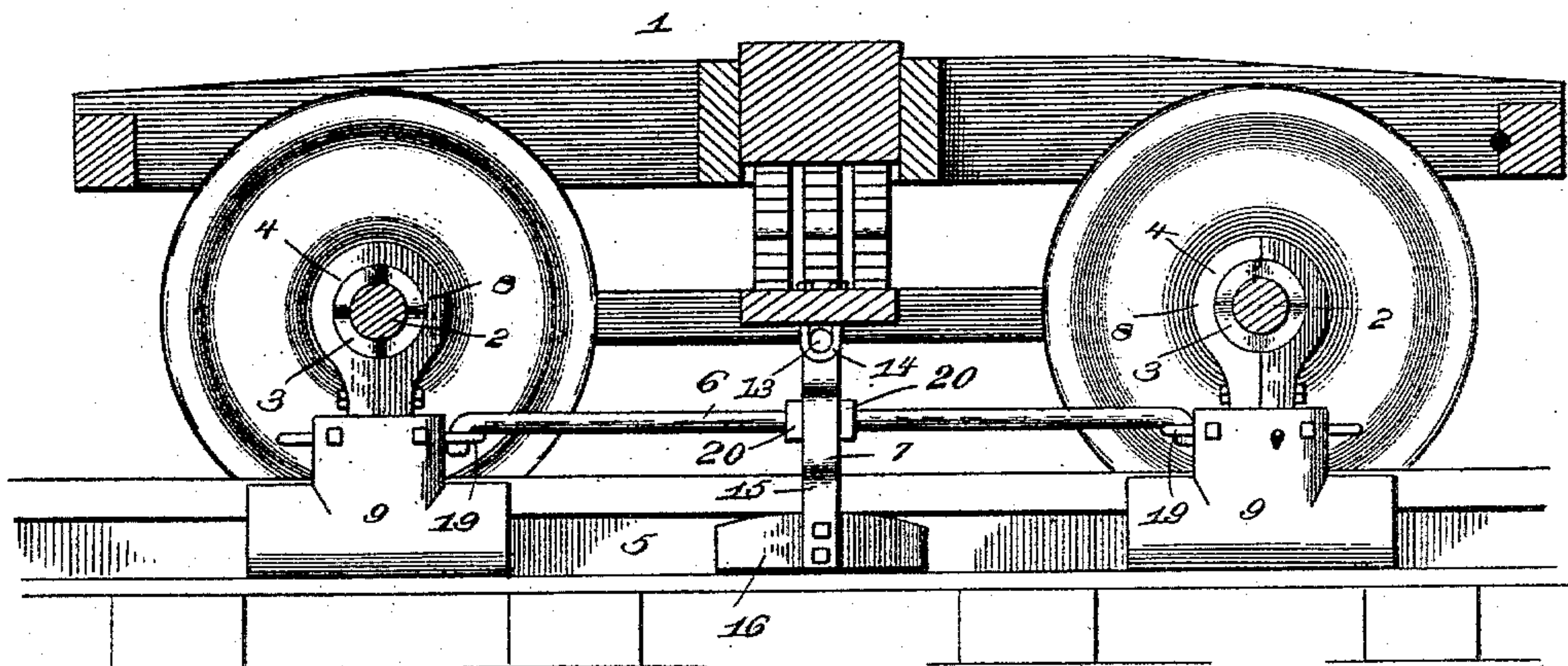


Fig. 6.

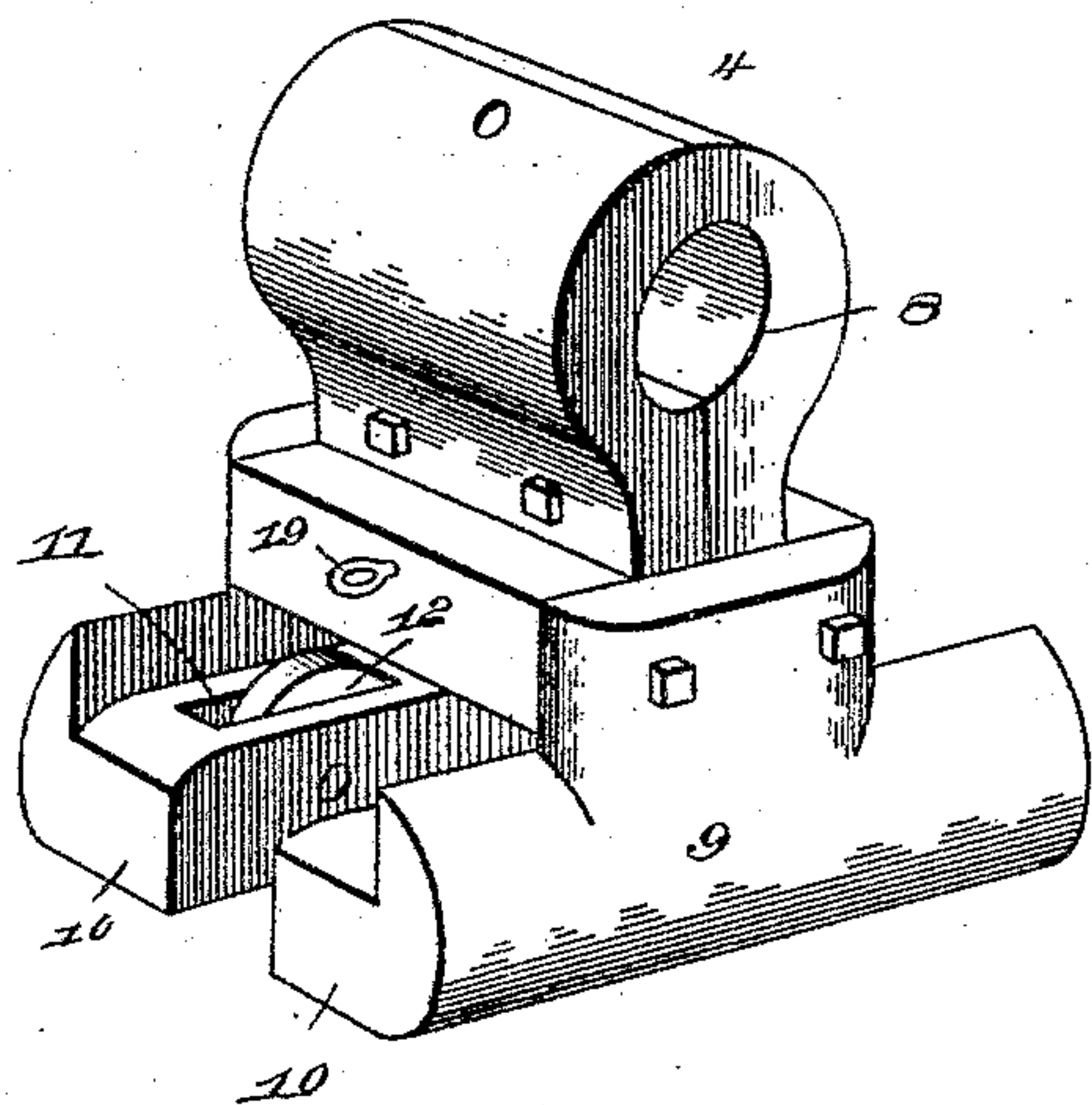
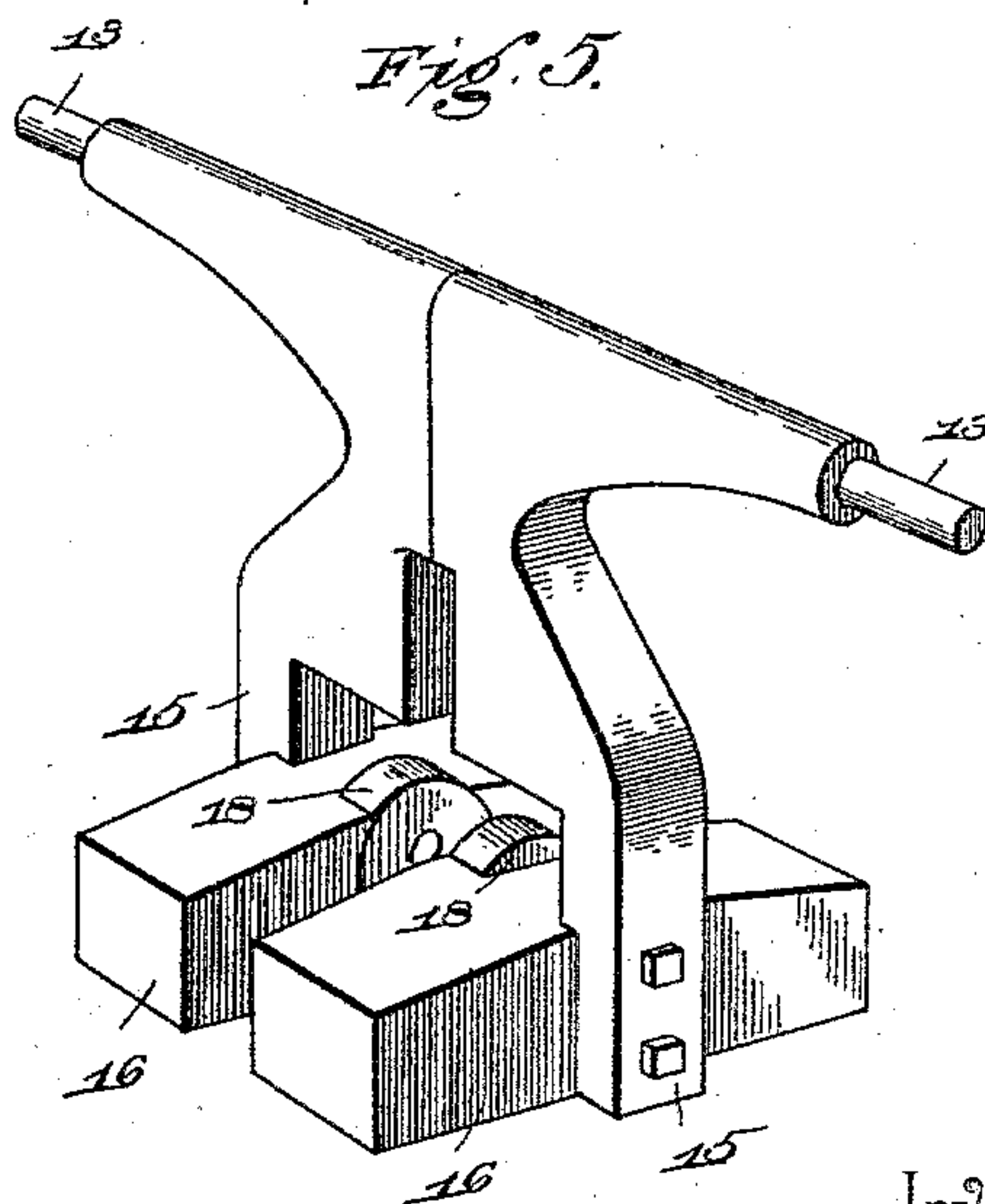


Fig. 5.



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*C. A. Snow & Co.*



# UNITED STATES PATENT OFFICE.

LUTHER W. KALLAM, OF MARTINSVILLE, VIRGINIA.

## RAILWAY-CAR TRUCK.

SPECIFICATION forming part of Letters Patent No. 553,068, dated January 14, 1896.

Application filed April 3, 1895. Serial No. 544,304. (No model.)

*To all whom it may concern:*

Be it known that I, LUTHER W. KALLAM, a citizen of the United States, residing at Martinsville, in the county of Henry and State of Virginia, have invented a new and useful Railway-Car Truck, of which the following is a specification.

The invention relates to improvements in trucks for railway-cars, street-cars, engines and other locomotive devices operated on the common principles of a railway-car.

The object of the present invention is to prevent cars from leaving the track and becoming derailed, and to enable them to travel at an increased speed with safety, and to provide a truck for accomplishing these objects constructed so as not to impede the free and ordinary movement of cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a portion of a truck provided with my improvements. Fig. 2 is a longitudinal sectional view of the same. Figs. 3 and 4 are enlarged detail sectional views of the central and end hangers. Fig. 5 is a detail perspective view of the central hanger. Fig. 6 is a similar view of one of the end hangers.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a truck of any suitable or desirable construction, provided with axles 2, having at their centers a pair of annular flanges 3, forming shoulders to prevent an end hanger 4 from moving laterally on the axle. The truck is provided with end hangers 4, which engage a central or middle rail 5 of the track, and which are connected by a rod 6 with a central hanger 7, depending from the truck and similarly engaging the central rail 5.

Each end hanger is provided with a shank having an eye 8 for the reception of the axle, and the eye 8 is divided, being composed of two sections bolted together and detachably embracing the axle. The bottom of the hanger embraces the rail 5, and is provided with an opening for the same substantially T-shaped

in cross-section, such opening being formed by depending sides 9 and inward-extending flanges 10, located at the bottoms of the sides 9, and forming an intervening space for the web of the rail 5. The flanges 10 are provided with recesses or openings 11 for the reception of antifriction-wheels 12, which engage the lower faces of the head of the rail 5 and prevent friction. The hangers 4 counteract any upward movement of the truck, and the antifriction-wheels prevent the hangers from binding on the middle rail 5.

The central hanger 7 is provided at its top with laterally-disposed arms 13, at the outer ends of which are arranged journals 14, mounted in suitable bearings of the truck. The shank of the central hanger is provided with depending sides 15, and has horizontally-disposed bars or flanges 16 for embracing the rail 5 below the head thereof, and the bars or flanges 16 are provided with openings or recesses 17, in which are mounted antifriction-wheels 18 for engaging the lower faces of the head of the rail 5 to prevent binding.

The end hangers have a longitudinal swinging movement on the axles, and the central hanger has a similar movement in its bearings, and the ends of the rod 6 are bent at an angle and engage eyes 19 of the end hangers. The rod is centrally threaded and is provided with nuts 20, whereby it is adjustably secured to the central hanger, the latter being provided with an opening for the passage of the rod.

The hangers may be increased and arranged to operate in connection with a truck having three or more axles, if desired, and it will be clear that they are capable of absolutely preventing the wheels from leaving the rails, and that the consequent loss of life and property resulting from wrecks caused by a locomotive or cars jumping the rails is prevented. It will also be seen that they enable the speed of a train to be increased with perfect safety, that they do not interfere with the ordinary movements of a truck, and that they are prevented from binding against the middle rail.

One of the sides of each hanger is preferably formed integral with the shank or stem of the same, and the other side is detachable and is secured to the shank by a suitable fastening device, such as bolts or screws.



This construction enables the hangers to be readily removed from the middle rail and the truck or applied thereto.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

10 1. The combination of a truck having an axle and provided thereon with annular flanges or stops 3, a hanger comprising a shank provided with an eye receiving the axle and held against lateral movement by  
15 the said flanges or stops, said shank being composed of two separable sections, and the substantially L-shaped sides depending from the shank and forming between them an intervening T-shaped space for the reception  
20 of a rail and provided at their horizontal portions with recesses, said L-shaped sides being detachably secured to the shank in order to enable the hanger to be readily connected with and removed from a rail and anti-friction  
25 rollers journaled in the recesses and projecting above the horizontal portions of the sides

and arranged to engage the head of a rail, substantially as described.

2. The combination of a truck, a pair of end hangers journaled on and depending 30 from the axles, and provided with rail receiving openings, a central hanger journaled on the truck and depending therefrom and having an opening to receive and interlock with a rail, and a rod adjustably secured to the 35 central hanger and extending therefrom, and connected with the end hangers, substantially as described.

3. A truck adapted for use in connection with a third or middle rail, provided with 40 hangers journaled on the axles, and an intermediate hanger journaled on the body of the truck, said hangers each being constructed to embrace the middle rail and slide freely thereon, substantially as described. 45

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

LUTHER W. KALLAM.

Witnesses:

SAML. MORGAN,

J. W. KING.